

COTTAM & Co.
Ex S.S. "Formosa."
ANDERSON'S
WATERPROOF CLOAKS,
CHRISTY'S TWEED CAPS,
C O L L A R S
(ALL SIZES AND SHAPES).
TRAVELLING TRUNKS,
8-6, 8-4, 8-2.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 404. 日八十月六年二十二緒光

TUESDAY, JULY 28, 1896.

二拜禮 號八十二月七英港香

THIRTY DOLLARS
PER ANNUM.

"ODOL."

THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

Banks.

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP £668,500

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent.
per annum on the Daily Balance.

ON FIXED DEPOSITS:

For 12 months... 4 per cent.
" 6 " " " 3 " "
" 3 " " " 2 " "
J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 7th July, 1896. [3]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000
RESERVE FUND £5,750,000
RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:
A. McCOMACK, Esq., Chairman.
St. C. MICHAELSON, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq., J. Kramer, Esq.,
G. B. Dodwell, Esq., D. R. Sassoon, Esq.,
M. D. Ezekiel, Esq., R. Shewan, Esq.,
R. M. Gray, Esq., N. A. Slebs, Esq.

CHIEF MANAGER:
T. JACKSON, Esq.,
Manager, Hongkong.

Shanghai—J. P. WADE GARDNER, Esq.,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
ON CURRENT ACCOUNTS at the rate of 2 per cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1896. [31]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of £100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [32]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorized Capital £1,000,000
Subscribed Capital £500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:
D. Gillies, Esq., Chow Tung Shing, Esq.,
H. Stollerfoht, Esq., Kwan Hoi Chuen, Esq.,
Chan Kit Shan, Esq.

CHIEF MANAGER,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.
Hongkong, 23rd October, 1895. [7]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £325,000

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent.
" 6 " " " 3 " "
" 3 " " " 2 " "
T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895. [53]

CARBOLINEUM AVENARIUS
Used for 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.

Hongkong, 15th May, 1896. [182]

Insurances.

EMPRESS ASSURANCE CORPORATION,
LIMITED.

FIRE AND MARINE.

WE have this Day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Hongkong, 28th April, 1896. [742]

THE MANCHESTER FIRE ASSURANCE
COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL £25,000,000
TOTAL FUNDS AND SECURITY £3,480,053
NET ANNUAL FIRE PREMIUM £757,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN AND CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1896. [910]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Managers.

Hongkong, 28th May, 1895. [34]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 600,000 } \$833,333-33
EQUAL TO }
RESERVE FUND } \$318,000-00

BOARD OF DIRECTORS.
LEE SING, Esq., LO YUEN MOON, Esq.,
LOU TSO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
HONGKONG, 29th December, 1895. [41]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED £1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 24th May, 1896. [247]

Notice of Firms.

NOTICE.

I HAVE this Day commenced Business as a
GENERAL COMMISSION AGENT.

W. SHEWAN.
Hongkong, 20th July, 1896. [1149]

NOTICE.

THE Title of this Firm is from this Date
CHANGED TO SHEWAN, TOMES &
CO. The Sole Partners are ROBERT
GORDON SHEWAN and CHARLES
ALEXANDER TOMES.

SHEWAN & CO.
Hongkong, 1st July, 1896. [1062]

NOTICE.

MR. JOHANN GEORG LUDWIG
SCHRÖTER and Mr. HERMANN
FRIEDRICH GEORG BÖRNER have been
admitted PARTNERS in our FIRM from 1st
JULY, 1896.

MEYER & Co., Hongkong.
MEYER, LEMKE & Co., Shanghai.

NOTICE.

THE Undersigned WILL NOT BE RES-
PONSIBLE for any DEBTS contracted
by a woman styling herself Mrs. BEN.
TAYLOR.

BENJAMIN F. TAYLOR.
Hongkong, 27th July, 1896. [1189]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR	STRANGLERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	Bombay	G. H. C. Weston, R.N.R.	Noon, 29th July	{ Freight or Passage. (Passing through the Inland Sea.)
LONDON, &c.	Peking	J. F. Jephson	Noon, 30th July	{ See Special Advertisement.
JAPAN	Ancona	W. D. Mudie	Noon, 31st July	{ Freight or Passage. (Passing through the Inland Sea.)
LONDON, &c.	Sunda	E. H. Gordon	About 6th August	Freight or Passage.
SHANGHAI	Rosetta	G. K. Wright, R.N.R.	About 8th August	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 28th July, 1896.

BILLIARDS

AT H.K. HOTEL

THREE PRIZES.

BASS & CO.'S LIGHT GRAVITY ALE.

Bottled by us in SHANGHAI under instructions granted by
Messrs. BASS, RATCLIFF & GREY, Ltd.,
Burton on Trent.

Our New Season's Bottling is in perfect Order and
Condition.

Per 4 Dos. Quarts... \$14. Per 8 Dos. Pints... \$16.

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS.



ESTD. 1884.

TELEPHONE—75.

15, Queen's Road,
Hongkong, 25th July, 1896.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,
"EXCLAIOR," HONGKONG,
A. B. C. Code: No. 35.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER,
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1896.

LANE, CRAWFORD & CO. ISIGNY BUTTER.

SEASON 1896-7.

FIRST SHIPMENT has now arrived of this very fine BUTTER,
without doubt the finest in the market.

"EXTRA FINEST" QUALITY... per Doz. 1 B. This... \$8.80—each \$0.75
Do. Do. 2 B. This... \$17.50—each \$1.50

LANE, CRAWFORD & CO.

Hongkong, 20th July, 1896.

THE CLUB HOTEL. HOTEL METROPOLE.

5, BOND, YOKOHAMA. 1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Super-
vision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English matrons in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of dining either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.

Certified Golds are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DIWETTE, Manager, TOKYO.

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

BELL'S ASBESTOS NON-CONDUCTING BOILER COVERING

COMPOSITION is acknowledged to be the best in the East.

TESTIMONIALS referring to above may be seen anytime at this Office.

ESTIMATES given for work finished complete.

Hongkong, 13th May, 1896.

W. JACKSON, Manager.

[30]

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON.
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign
Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty
for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,
Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-
boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.
IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT... THOS. SKINNER.
DODWELL, CARLILL & Co.,
General Agents.

[1030]

CLUB

A Blend of the finest Old Scotch Whiskies
possessing the taste and bouquet of an
Old Liqueur Whisky. This blend has met with
great success on account of its exceptional value.

TRADE MARK: YUEN W.O.
Price \$11.00.....per dozen.

To be obtained only from
GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 28th July, 1896.

[140]

IASTRAM'S PATENT GOLDEN MEDAL PETROLEUM ENGINES

OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P.
Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

FOR SALE. G. H. MUMM & CO'S CHAMPAGNE.

In cases of 2 doz. pints... \$35 per case.
do " 1 " quarts... \$33 " "

SHAW & Co.,
Agents.

Hongkong, 25th June, 1896.

[1803]

W. POWELL & CO. EX S.S. "GLENFRUIN." SOME PARTICULARLY PRETTY SPECIALITIES IN LADIES MILLINERY AND DRESS GOODS.

ILLUSTRATED LISTS FREE BY POST.
W. POWELL & CO.

Hongkong, 23rd July, 1896.

[1004]

W. BREWER & CO. LAWN TENNIS BALLS.

THE FAULTLESS.
THE CHAMPIONSHIP.
(1895 BALLS AT REDUCED PRICES.)
THE CHAMPION.

TENNIS RATS.
TENNIS BAT HANDLES.
TENNIS BAT PRESSES.
TENNIS SHOES.

FRESH STOCK.

Hongkong, 22nd July, 1896.

[169]

THE PHARMACY.

TANSAN, TANSAN.

This refreshing and invigorating Table Water contains 5 per cent. more IRON CARBONATE
than any Water from similar Spas.

Sole Agents for HONGKONG and SOUTH OF CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.

605]

FRESH DAIRY BUTTER.

WHOLESALE AND RETAIL.

The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India. This BUTTER
is guaranteed PURE and of THE FINEST QUALITY.

In 2lb, 1lb and 1/2lb TINS.

THE HONGKONG BUTCHERY,
CENTRAL MARKET.

Hongkong, 1st July, 1896.

J. TATAM,
PROPRIETOR.

[49]

Today's Advertisements.

WIRTH'S CIRCUS.

Sole Owner.....Mrs. HARRY WIRTH.
Manager.....J. J. CAMERON.

POSITIVELY LAST NIGHT.
TO-MORROW!

ENTIRE CHANGE OF PROGRAMME.
21 NEW NUMBERS.
21 NEW NUMBERS.
21 NEW NUMBERS.

WATCH STARTLING ANNOUNCE-
MENT.
ADMISSION AS USUAL.

Book Seats at BREWER'S Book Store.
Doors Open at 8. Overture at 9 p.m.
WILL T. DORRANCE,
Agent.
Hongkong, 28th July, 1896. [1182]

HONGKONG AND SHANGHAI BANKING
CORPORATION.

NOTICE is hereby given that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in this
CORPORATION will be held at the CITY HALL,
Hongkong, on SATURDAY, the Fifteenth day
of August next, at NOON, for the purpose of
receiving the Report of the Board of Directors,
together with a Statement of Accounts for 30th
June, 1896.

By Order of the Board of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 28th July, 1896. [1195]

HONGKONG AND SHANGHAI BANKING
CORPORATION.

NOTICE is hereby given that the
REGISTRATION OF SHARES of the
CORPORATION will be CLOSED on SATUR-
DAY, the First of the Fifteenth day of August
next (both days inclusive), during which period
no TRANSFER OF SHARES can be registered.
By Order of the Board of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 28th July, 1896. [1196]

INSURANCE HOLIDAY.
THE OFFICES of the INSURANCE
COMPANIES will be CLOSED for the
Transaction of Public Business on MONDAY,
the 29th August, 1896.

JARDINE, MATHIESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LD.
General Managers,
HONGKONG FIRE INSURANCE CO., LD.
N. J. EDE,
Secretary,
UNION INSURANCE SOCIETY OF
CANTON, LD.
L. KENNARD DAVIS,
Acting Agent,
NORTH-CHINA INSURANCE CO., LD.
W. H. RAY,
Secretary,
CHINA TRADERS' INSURANCE CO., LD.
SHEWAN, TOMES & CO.,
Agents,
YANGTZE INSURANCE ASSOCIATION, LD.
GEORGE L. TOMLIN,
Acting Secretary,
CHINA FIRE INSURANCE CO., LD.
WM. MACFARLAN,
Manager,
THE STRAITS INSURANCE CO., LD.
Hongkong, 28th July, 1896. [1193]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAI TAN".

Captain Roach, will be despatched for the above
Ports on THURSDAY, the 30th instant, at
Noon.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 28th July, 1896. [1192]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR
SINGAPORE, COLOMBO, PORT SAID,
MARSEILLES, LONDON AND ANTWERP.

THE Chartered Steamship

"BALMORAL".

Captain McRitchie, will be despatched for the above
Ports on THURSDAY, the 30th instant,
at Noon, instead of as previously advertised.

For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, 28th July, 1896. [1190]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENGLOE".

Captain Thomson, will be despatched as above
on the 31st August.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th July, 1896. [1194]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTU".

Innes, Commander, will be despatched on
TUESDAY, the 29th August, at 3 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.

A daily qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th July, 1896. [1197]

Today's Advertisements.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO
YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN".

Captain A. HARRIS, will leave for the above
Ports TO-MORROW, the 29th instant, at 9 A.M.

For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
Hongkong, 28th July, 1896. [1192]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"SACHSEN".

Captain H. SUMMER, will leave for the above place
TO-MORROW, the 29th instant, at 10 A.M.

For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
Hongkong, 28th July, 1896. [1192]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "CROMARTY".

FROM GLASGOW, LIVERPOOL
AND STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be landed here unless
notice to the contrary be given before 3 P.M.
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd August will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Underwriters on or before the 3rd
August, or they will not be recognized.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 3rd August, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 28th July, 1896. [1192]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "SACHSEN".

THE above named Steamer having arrived,
Consignees of Cargo are hereby informed
that their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be obtained.

Optional Cargo will go on to Shanghai unless
notice to the contrary be given to-day, before
noon.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 4th August will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 3rd August, at 3 P.M.

All Claims must reach us before the 7th
August, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.
Hongkong, 30th June, 1896. [1192]

FOR SALE!

TYPHOONS! TYPHOONS!
TYPHOONS!

COPIES of the SECOND EDITION of that
well-known and most useful work,
"THE LAW OF STORMS IN THE
EASTERN SEAS."

BY
DR. W. DORRANCE,
Director of the Hongkong Observatory.

PRICE\$1.

FOR SALE—
At the "HONGKONG TELEGRAPH"

No. 6, Pedder's Hill,
and at
Messrs. KELLY & WATSON, LD.,
"W. BREWER & Co.,
CHAS. J. GAUFF & Co.,
G. FALCONER & Co.,
LANE, CRAWFORD & Co.,
HEUTERMANN, HERBST & Co.,
and
F. BLACKHEAD & Co.,
Hongkong, 28th July, 1896.

Intimation.

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS
and other Large Consumers.

Any complaints should be addressed to the
Manager.
Hongkong, 3rd May, 1895. [1497]

Intimation.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF

AERATED WATERS.

OUR AERATED WATER FACTORY is
fitted with the best English Machinery, embody-
ing the latest improvements in the trade.

The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and Emplies
when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."

And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always
kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or
grossy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 28th July, 1896. [1192]

BIRTH.

At No. 4, Yuen-ming-yuen Road, Shanghai,
on the 24th July, the wife of WM. WAKEFORD-
COX, of a daughter.

THE Hongkong Telegraph

HONGKONG, TUESDAY, JULY 28, 1896.

TELEGRAMS.

REUTER'S MESSAGES.

THE BISLEY MEETING.

LONDON, July 26th.

The Queen's Prize has been won by Lieut.
Thompson of the Queen's Edinburgh Regiment.

CRICKET.

The match between the Australians and the
Marylebone Club resulted in a draw, the latter
requiring only 60 runs to win, with seven wickets
to fall.

THE REVOLT IN CRETE.

The situation in Crete is becoming worse and
the rebels will resume fighting unless their
demands are conceded.

TURKEY AND GREECE.

The Greek bands which recently entered
Macedonia have defeated the Turkish troops.

(From Kobe Chronicle.)

THE JAPANESE CONSUL AT
HONGKONG.

TOKYO, July 18th.

Mr. Nakagawa, the Japanese Consul at
Hongkong, has been recalled.

THE GOVERNMENT'S RELIEF GRANT.

TOKYO, July 18th.

Mr. Kume, a Councillor in the House of
Peers, has been ordered to proceed to Miyagi,
Iwate and Aomori prefectures to superintend the
disbursement of the relief fund granted by the
Government.

MORE TORPEDO STATIONS.

TOKYO, July 18th.

The establishment of more torpedo stations,
a subject which has been under the consideration
of the proper authorities for some time, has been
decided upon and the sites are now being con-
sidered. Plans for Japanese coast defence, and
Omitate, in Admirt, are said to be in the list.

NEW POSTAL ARRANGEMENTS
FOR FORMOSA.

TOKYO, July 20th.

The express post, post office, money order, and
post office saving bank services will be operated
to include Formosa on and after the 1st August.

THE REVOLT IN FORMOSA.

TOKYO, July 18th.

A despatch from General Tachibana received
by the Government on the 17th instant states
that the rebels have advanced to the vicinity of
Lower Tamsui, and two more companies of
infantry have been sent to oppose them. The
telegram further states that rebels are advancing
on Taiwan.

Another telegram of the same date says—
Lieut. Colonel Imahashi's column, joined the
detachment under Major Sato and they are
now engaged in routing the rebels in the
vicinity of Taihekko. Two companies of
infantry sent from Doohai on the 15th
dispersed a strong force of rebels in the
vicinity of Sampecho. Captain Ishikawa
and Lieutenant Nakane were wounded and ten
of the rank and file were either killed or wounded.
Captain Ishikawa was attacked by a consider-
able force of rebels at Horikawa and had to retreat
to Hokko. He is stated to have been surrounded
by about 1,000 rebels since the 15th inst. and
many of his men are said to have been either
killed or wounded. Two companies of infantry
and a battery of artillery are proceeding
to Hokko from Shanghai. The rebels

TELEGRAMS.

Is bodies of 100 and 200, are assembled at
various places along the line of march
and the advance of the troops will probably be
slow.

Lieut. Colonel Masuda is garrisoning Kagi with
two companies of infantry. On the 10th inst.
about 400 rebels appeared at the western gate,
but retreated south-eastward next day. About
300 rebels are assembled at Chusbo, about half
a mile south-east of Kagi. It is reported that they
have been joined by the insurgents who fled
from the vicinity of Uchin, and that they have
combined to attack Kagi.

THE SILK MARKET.

YOKOHAMA, July 18th.

The exchange remains unaltered. The raw
silk market continues dull. No business is
being done, and there is very little prospect of
improvement in the market.

THE EXTENSION OF THE ARMY.

TOKYO, July 19th.

It is reported that the Government has decided
to amend the Conscription Law and to reduce
the height limit of the men (the minimum now
being 5 shaku 3 sun) to 5 shaku or shorter.
Otherwise the proposed extension of the army
cannot be accomplished.

[One shaku equals 11.954 inches, and a sun is
one-tenth of a shaku.]

KOREAN AFFAIRS.

SEOUL, July 17th.

A report is current that the French Government
has offered to advance three million yen to the
Korean Government free of interest repayable
in fifty yearly instalments. The money is to be
applied to paying off the loan of that sum re-
ceived from Japan. As a condition, the French
Government is reported to have asked for a con-
cession to construct a railway between Seoul
and Mokpo. It is added that the Korean
authorities cannot agree upon the matter.

SEOUL, July 18th.

Messrs. Ozaki and Omiwa, the delegates sent
to Korea by the Japanese syndicate formed to
construct a railway from Seoul to Fusan, visited
the Foreign Office, accompanied by Mr. Hara,
the Minister, this morning and filed an applica-
tion for a charter for the scheme. Mr. Wang
Yon, the Foreign Minister, accepted it and
informed the applicants that he would submit it
to the King and communicate the result in due
course.

SEOUL, July 20th.

The Seoul-Fusan railway scheme is regarded
with favour by the members of the Korean
Government, but meets with opposition from
the other officials, so that it is expected to be
some time before the charter is obtained.

SEOUL, July 20th.

Kim Hei SM, one of the Cabinet Ministers,
had an audience with the King, the other day,
and afterwards retired to his native place, as he
had found it impossible to agree with the policy
of his colleagues.

(From Bangkok Observer.)

AMERICAN POLITICS.

LONDON, July 19th.

A number of notable meetings are arranged at
the decision of the Chicago Convention to nomi-
nate Bryan, who is out of the extreme silver
men, for the Presidency, and are rallying round
McKinley, who has now declared strongly for the
gold party.

THE CHEFOO FORESHORE
DIFFICULTY.

SHANGHAI, July 22nd.

Information has been received here which
goes to show that Sir Claude MacDonald, the
British Minister, has consented to a settlement
of the Chefoo foreshore question, in all proba-
bility without waiting to get full information
on the subject. The fact of the matter is that
Messrs. Ferguson and Company are the legal
owners of the disputed foreshore, for a copy of
the title-deed, signed and sealed by the French
Vice-Consul at Chefoo, to the late Mr.
Thomas Ferguson, in 1864, lies before
us. It removes all doubts as to the validity
of Messrs. Ferguson's title to the foreshore. In
1864 the French were in military occupation of
Chefoo, and the French obtained a concession
from the Chinese Government at the former
place which they gave up two years later. But
Mr. Ferguson's title-deed is dated two years
before that and is pronounced by high legal
authorities to be valid.—China Gazette.

THE RUSSIAN COUP.

SECRET COMPACT SIGNED AT ST. PETERSBURG.

SHANGHAI, July 21st.

We have received information from a
particularly well-informed quarter to the effect
that all doubt about the success of Russia's
diplomacy, which she set in train to obtain the
right to bring the Trans-Siberian Railway
through Manchuria to the sea at some point
in the Liaoting peninsula, now may be
at rest. The agreement between the Russian
and Chinese Governments giving the former
this invaluable privilege, as well as many
others, has been formally signed at St.
Petersburg.—China Gazette.

Referring to the Russo-Chinese compact, the
London Globe of 18th June says:—

When some months back we published the
startling news that China had consented to the
Russian Siberian Railway being carried right
through Manchuria to the coast, some cheap
critics sought to disparage our account of
information. Having no knowledge themselves
as to what was going on behind the scenes, it
wounded their amour propre, we suppose, to
let it be thought that any other London journal
could be better informed. Unhappily for them,
this scepticism, whether real or feigned, can no
longer be maintained; our specific statement
simultaneously receives corroboration from two
independent and entirely independent
sources. (The Times' correspondent at Berlin
reports that Li Hung-chang has frankly
admitted "that Russian railway will be
built through Manchuria." Of course, he
contends that this concession to the Czar will
not prejudice Chinese sovereignty or territorial
rights. It will be time enough to express opinion
on that head when the line reaches the littoral; we
entertain strong suspicion that Li Hung-
chang will find the outcome very different from
his anticipations. But let that pass; we can
well afford to be satisfied with this official
acknowledgment from the highest authority that
our information was entirely accurate. Perhaps
those who denied it will fall back upon some
pretence that Li Hung-chang is practising the
supposed diplomatic tradition of "lying abroad
for the good of his country." But the
correspondent of the Standard at the German
capital opportunely supplies the strongest pos-
sible corroboration. He reports, under date last
night, that the party of Russian engineers
sent from Siberia to China "has nearly finished
the survey for the branch of the Siberian line
which is to run through Chinese Manchuria." Practically, therefore, the thing is done, and it
only remains to be seen which harbour on the
coast will be made the terminus. Li Hung-
chang denies, of course, the existence of any
secret treaty between his country and Russia;
the sole object of his journey to Moscow was,
he asserts, to place Russo-Chinese friendship on
a new basis. But Russian friendship is surely,
if ever, given gradually.)

THE TYPHOON.

IT IS A CYCLONE OF GREAT VIOLENCE!

Senor José de Navarro, Spanish Consul at
this port, has courteously favoured us with
copies of the following telegrams, received from
Manila:—

"MANILA, July 28th.
10.42 A.M.

"The depression reported yesterday to the
E.N.E. is a typhoon of great violence. It is
now tearing across the north-east part of Luzon
and its course seems to be from S.E. to
N.N.W."

Up to noon of the 21st instant \$4,716 had been collected at Shanghai for the relief of the sufferers by the great seismic wave that wrought such terrible havoc in the north-western provinces of Japan.

H.M.S. cruiser *Edgar*, Captain W.H. Henderson, called for England this morning, and H.M.S. *Grafton*, Captain E.P. Jones, will sail to-morrow for Japan to join Admiral Buller's squadron.

By an Order-in-Council published in the last *Gazette* all water drawn from the waterworks for any vessel or supplied to any wharf shall be charged for at the rate of 25 cents per 1,000 gallons, commencing with the beginning of 1897.

ADMIRAL Sir Leopold Heath has been elected Chairman of the Eastern Extension Australasia and China Telegraph Company vice Sir John Pender, deceased. The Marquis of Tweeddale has been elected Chairman of the Eastern Telegraph Company and Mr. Denison Pender, the Managing Director, is now Vice-Chairman of the Company.

A NOTIFICATION was published in the *Japanese Official Gazette* by the Department of Communications on the 20th instant announcing that the new postage stamps with the portraits of the late Prince Arisugawa and Kitashirakawa will be issued on the 1st August next—five million two-cent stamps of each design printed red, and two million five-cent stamps of each design printed violet ink.

NEWS IN BRIEF.

JAPAN AND KOREA.

We call the following from files of our Japanese and Korean exchanges:—
A railway is to be made in Awaji Island.
A public park is the latest scheme mooted at Seoul.

Korea is about to borrow \$3,000,000 from Russia.
The Chinese in Korea are now under English protection.

The Yokohama Specie Bank has opened a branch in Canton.
280,000 catties of camphor were exported from Kobe during 1895.

The Korean police are again raising top-knots and discarding uniforms.
The Government forests in the Sanriku district are to be offered for sale.

A charter for the Kobe Electric Tramway Company has been applied for.
The total deaths by the seismic wave in Northern Japan numbered 26,981.

The Kobe Electric Light Company will pay a 12 per cent dividend for the past year.
The Japanese Educational Department is again sending students to foreign countries.

230 British vessels, of 609,733 tons register, entered Kobe during the first half of this year.
A bronze statue of Prince Arisugawa is to be erected in front of the Imperial Palace, Tokyo.

The Kobe police have at last undertaken to stop the ricksha coolies annoying foreign sailors.
The Japan Bicycle Company, with a capital of yen 200,000, has been incorporated in Yokohama.

An Osaka weaving company has just paid a 20 per cent per annum dividend, and an Osaka bank to per cent.
Mr. Lafcadio Hearn is to fill the chair of English Literature in the Imperial Japanese University. He is a naturalized Japanese.

SHANGHAI AND NORTH CHINA.

We are indebted to our northern exchanges for the following items:—
A malco is to be made around the city of Soochow.

Two hundred new "rice junks" are to be built at Tientsin.
The Japanese are buying land outside of the concession at Soochow.

There are now six native newspapers in Shanghai.
An attack by river pirates is reported from a place just below Chungking.

Lu Kuang-yi gives each soldier disbanded by him a gratuity of 2 months' pay.
The Japanese are already agitating for the enlarging of the concession at Soochow.

Great activity is reported at the Hanyang Iron Works, which are turning out railway material.
Steam launches running on the interior waters of Kiangnan province have to be provided with Customs passes.

Two new lighters are being built in Shanghai to assist in raising the steamer *Strathall*, sunk at Woosung.
A report has been called for by the Peking Commander-in-Chief on "useless arms." Will this include old Fowler muskets?

The loss of two towers of Imperial silk from the storehouses at Peking is causing great trouble in Palace circles.
The *Chiao Yeng* has suspended publication, as the editor finds he is continually giving offence to residents of "the Brighton of China."

A Shanghai woman recently gave birth to triplets—two boys with three eyes and three arms, and two girls joined together by a band. The parents killed them as monstrosities.

It is reported that the Imperial troops in Kansu have begun the massacre of all Mahomedans.
This is feared will result in the declaration of a Holy War by the Mahomedans, in which case their co-religionists in Russian Turkestan and Central Asia are expected to join against the Chinese.

The authorities of Kiangsi province are much excited over a well armed and organized body of robbers which is devastating the country about Hanchow. These are said to be mostly old soldiers who deserted during the Japanese war, carrying away their arms and ammunition. They are being augmented by the disaffected and the secret society people, and fears are felt that in a short time the movement will amount to a rebellion.

STRAITS AND SIAM.

We call the following items from Singapore and Bangkok exchanges:—
Kedah has been released from quarantine.

Straits Municipalities may now tax bicycles.
A large feasible quarry is being developed at "Pekah."

The smuggling of Chinese letters is severely punished at Penang.
A twenty-mile bicycle race is the latest development in Singapore.

"Peter Jackson," the boxing Kangaroo, is on exhibition at Penang.
30,000 Avoniam pine trees are to be planted in the vicinity of Tourane.

The public band is to play occasionally at the Singapore General Hospital.
Destruction of unsanctified dogs commenced at Singapore on the 24th inst.

A Widows' and Orphans' Fund has been started in the Federated States.

A Danish electrical engineer is to superintend the Siam Electric Light Works.

There are now four Generals in command of the forces of occupation in Indo-China.

Rangoon is discussing a proposal to light her streets by electricity. Rather late in the day!

The Federated Native States Force will henceforth be styled the Malay States Golden.

Two sub-commissioners are buying teak in Bangkok for the French Colonial Government.

The price of coffee has fallen from \$12 to \$34 at Singu, within one month, and a further decline is feared.

The erection of a lunatic asylum for the Federated Malay States is advised by the Resident of Selangor.

The *Anchusa*, which went ashore off the Sittang River during a heavy gale, has been given up as a total loss.

The steamers *Nerva* and *Pok Hin Gun* collided in the Perak River on the 22nd inst., the latter sinking. No lives were lost.

The new Financial Adviser of Siam has asked for reports on the financial condition of the country. They are slow in coming in, however.

A double strike is causing great discomfort and annoyance to the Colombo public. The cause is resistance of the law requiring registration.

The *HONGKONG LEGISLATURE*.

(Kobe Chronicle, 21st July.)

Very voluminous discussions of the Hongkong Legislative Council question are to hand by the mail. The documents, dispatches, leaders, speeches, etc., fill something like 375 columns in their unabridged hideousness. The Colony has long suffered under a despotic bureaucracy which, however well meaning, has seldom managed to meet the wishes of the people, and has frequently given more or less justification for the accusation of not wishing to do so. Popular discontent was so far that a petition was signed by large numbers of Colonists praying for reform, and the final answer to their prayer has now been published. What they wanted, of course, was some scheme by which the wishes of the ratepayers would obtain some tangible weight in the management of the Colony's affairs; but they expressed themselves in a way which left the Bureaucracy a chance to shut their eyes either to the real desideratum or to the one practical method of satisfying the requirements. For, of course, there must have been some way in which it could be done; nothing without reason is possible. The men who govern Hongkong are, as we are reminded by salaried servants of the State, and are themselves in the same category. A few gentlemen not belonging to that class are permitted to leave the ranks of commerce and take seats at the Council table to give advice, which is consistently ignored, but they continue to innocently come and waste their time. At times they are insulted, but they go on just the same. When a point arises which does not matter, or on which there can be no two opinions, the officials make as much show as possible of consulting the unofficials, and when they are all agreed, the one is thrown on the unofficials, who blandly and innocently accept it as a favour. But when there is something which the officials and their ruler, the Secretary of State for the Colonies, would like and which has no other recommendation on earth, the unofficials are, as it were, massacred in cold blood. It is the same in all the Crown Colonies of the British Empire, with the exception that in some other places the officials do occasionally explain the actual facts honestly and impartially to the Secretary of State, whereas in Hongkong they do not take the trouble; they are paid to do as they are told, and they do it. Now there is in Hongkong a gentleman who has been appointed to the post of unofficial member of the Council, and who sees that the present system is the merest waste of time as far as the unofficials are concerned, and instead of cautiously throwing up the empty honour or in the first instance declining it, as others have often done, he accepted it in the hope of being able to effect reform, and has been working hard at it for five years. This is Mr. Whitehead, manager of the Chartered Bank. He organized the movement, drafted the petition, and went home and used all the influence he could in its favour. And all that has come of it is that one more unofficial idiot is to be permitted to come to the Council table and beguile, and two of the unofficials are to be admitted to the private deliberations of the Executive Council and there also be ignored. The gentleman selected is distinguished for lamb-like dispositions, the active Mr. Whitehead being carefully left out in the cold, as being an alien, and a nuisance to officials; they are regarded like a whole menagerie of bears with green heads, but they do not deserve the least sympathy, for they have no many remedies ready to their hands, and the mere fact of their not doing anything is fair presumptive evidence that they do not really want anything done, and all their growling is insincere, or is just the exercising of that truly British privilege, the right to be miserable. For Hongkong is a miserable place, with a miserable Government, all the same, and much more action. It is a place that fails, and the Hongkong people have indulged their passion for empty talk so long and so thoroughly that apparently they have lost the power of action. In other Colonies, if big enough, when the need arises there is a plain and forcible demand for self-government enforced without ceremony, but Hongkong cannot adopt that method. In smaller Colonies there have been occasions when all unofficials were asked to resign, and this is usually bound to tell. In Hongkong they are a wretchedly backbones lot. The members of Council, all except Mr. Whitehead, oppose reform, preferring the peaceful system of empty honour and disaffection. Finally there were, of course, Mr. Whitehead's scheme, but instead of remedying the faults and perfecting a scheme on which all could agree, the unofficials completely condemned it. One of them, indeed, is beset by the present system, for he is one of the largest land speculators in the Colony and has by virtue of his position a seat on the Public Works Committee of the Council, which gives him a special hold on the land deals of the Colony. To him, reform would mean loss of exclusive opportunities. The strange thing is that all Hongkong knows this yet he is regularly re-appointed to the Council. It shows what the Hongkong people are! Other unofficials are appointed for reasons not necessarily associated with merit, and these know that the system is altered as to provide for election in all, so of course they oppose reform. In Singapore not long ago all the unofficials of the Peace resigned, so as to force the hand of the Secretary of State, but in Hongkong, in spite of all talk of indignation, there is no sign of any such practical demonstration, though the Journalists who are most profuse in the eulogy are on the roster. A Ratepayers' Association was formed in Hongkong two or three years ago, and a great deal of talk was then going on, and a great deal of it could easily form a dog-gold like those of even coolies in Japan, and by declaring a strike to which all would adhere (the *Kobe Chronicle* to quote to say).

thing within reason. But what came of it? Nothing. Not a single sign of it has been visible to the naked eye since the inaugural meeting in 1893 or thereabouts. It was then agreed to leave an eminent legal gentleman to draw up in due form certain proposals, and this is the gentleman who has been credited with inspiring the most fiery utterances of Mr. Whitehead, and the same legal gentleman went to the trouble of acquiring an interest in the most violent radical revolutionary newspaper in the Colony, presumably for the purpose of furthering the good cause of reform; but as a matter of fact the thing is dead, stoned, and it serves them right—any community has approximately the Government it deserves, and if the Hongkong Government is as unpardonable as it is because the people are in a parlous state. The truth of the matter is that the Government is after all not so bad, and the attacks against it are not genuine expressions of public opinion, for if they were something would have been done long ago. As it is, nothing will most likely be done, in spite of all the clamour. *Parliamentary monster, nescitur ridiculus mus.*

THE FUTURE OF RAUB.

MINING MANAGER BIBBY INTERVIEWED.

SINGAPORE, July 22nd.

In view of the recent discussion by the Brisbane Board of Directors of the Raub Australian Gold Mining Co. of the proposed electric power installation at Raub, and the doubts which were expressed or rather hinted at as to the practicability of a now well established branch of mining industry, a representative of the *Free Press* this morning sought an interview with Mr. Bibby, the able Manager of the Raub Mines, who left by the *Malacca* this afternoon for Raub, after a short visit to Singapore.

At the outset Mr. Bibby stated that the scheme for the present was not to be undertaken. It had practically been arranged that during the ensuing year operations were to be confined merely to developing the mines, and that at the end of that time the whole question was to be raised again should the prospects be found to be such as to warrant the proposed expenditure. And in view of the Directors deciding not to erect such an installation further enlargements would probably be made to the battery power, which new installations would in all probability be transferred towards Bakli Koman, to some more central site as regards the present and prospective operations of the mines. By going to Bakli Koman they would be within easy distance of a plentiful water supply, and even if they could not get sufficient water from the Sungai Koman locally, they would be able to draw supplies from the Simpan river, where the battery would be in such a position as to render future extensions practicable were it decided eventually to erect an electric power installation.

Questioned as to the feasibility of such an installation at Raub, Mr. Bibby stated that he was "proposed" to erect a battery supply between Raub and Tanjong ("The Fall of the Mist") and Lat Pau Chindam, the first of which is 120 feet high, and the second about 60 feet, which would give an effective fall of about 300 feet, the intervening distance between the two falls being occupied by a series of small rapids. To convey the water from the river to the power station would necessitate 1,800 feet of "dumpling," the conduits or troughs having a sectional area of 9 square feet. The water would then be taken from a small reservoir in steel pipes 20 inches in diameter at 2,500 feet, and the water "lead" to the Pelton generators, which are the most effective water-motors known. From these the power would be transferred by copper cable from the generating station, some 2,000 or 3,000 feet high, to the centre of the mining operations or wherever power was wanted, the village of the supply being about 10,000 volts, sufficient in fact to kill any living thing unwarily coming in contact with the cable. On reaching Raub, the power would be of a "step-down transformer," just before entering the distributing station, where it will be applied to every purpose in connection with the mine for which power is wanted.

Electric motor-power, continued Mr. Bibby, had long passed the experimental stage. A well known Brazilian Company, possibly one of the largest mining organisations in the world, the Real del Monte Company, were erecting an installation of 2,000 horse-power, the power being transmitted a distance of 10 miles. Again, the Pelton Company, in Colorado, five years ago put up an experimental plant of 300 horse-power, and so well were they satisfied with it that they were now constructing a 1,500 horse-power installation to work and light the mines—in fact to do everything about the mines. But there was no need to go further abroad than the other side of the Pahang hills to find successful instances of the working of electro-motors. At Rawang a very successful installation had been at work for some time now, pumping the water out of the mine, and lighting the workings, doing the work of three or four steam engines, and thus saving the expense of running them, the proprietors, Lok Yew and Tambammy Pilly, finding that they can do the work at one-third the cost of steam. Indeed, so well pleased are they with the success of their scheme that they have under consideration the erection of a 750 horse-power installation, to be supplied with water taken from falls far up the Selangor river. This power is to be conveyed to Kuala Kubu, Serendah, and Rawang, a distance of 14 miles. Mr. Foster, the Resident Engineer, is helping out with the present installation, intended for pumping and lighting principally, but will also be useful as furnishing power for any small motors about the mines.

The first successful installation, perhaps, was in New Zealand, on the mines of the Pioneer Company in Otago province, where the battery has been driven by an electro-motor since 1884. The Company were sceptical at first about the merits of the new system of power, but they were compelled, owing to the scarcity of firewood, either to erect an electric power installation or to close the mine, and have apparently had no cause to regret the decision then taken. Everyone was aware of the successful installation at Niagara, which was at first erected as an utter impossibility. They were now working at Niagara with a 28,000 horse-power plant, which was being used for every conceivable purpose, the Company transmitting power to the city of Buffalo, 22 miles away, and using power to all corners at the rate of \$30 per horse-power per annum. On the opposite side of the Niagara river, the Canadian Electric Company had also inaugurated a 20,000 horse-power installation, which was used for lighting purposes, and for driving paper mills, saw mills, and tramways, &c. In British Columbia, again, a 12,000 horse-power plant was in operation, transmitting power to Portland, a distance of 12 miles, which was applied in a variety of ways.

Even Japan was more go-ahead than Australia, her numerous mountain water courses affording splendid fields for the installation of electric power. At Yokohama a 5,000 horse-power plant was in existence, which was used not only for lighting purposes but for working tramways and for driving cotton mills, and so satisfied were they in Yokohama that they were proposing to duplicate the plant at an early date.

Coming to the available water supply at Raub, Mr. Bibby said that during the present exceptionally dry season the privileges on the Simpan river had never been less than 600,000 cubic feet an hour, and during eight months of the year the quantity would be five times as much. Then, again, the power could be duplicated almost indefinitely by going further up or down the river and making a longer pipe line. If they were to go a mile further up or down the river they could get an additional fall of about 200 feet, making 1,500 feet in all. In his opinion there was no question as to the practicability or the advisability of such an installation for Raub. When writing to the Pelton Water Company and the General Electric Company of America recently he expressed doubts as to the reliability of their power, and both companies ridiculed the idea, guaranteeing that it was more reliable than steam or even any other hydraulic power, and certainly more readily adaptable to a greater variety of purposes. In the event of such an installation being erected at Raub, the electro-motors could be made use of for working the battery and for hauling, pumping, and lighting, and in fact for every purpose where power was wanted. Eventually, doubtless, they would work the railway by this means. *—Free Press.*

PUGILISTICA.

THE CORBETT-SHARKEY BATTLE.

The match which had been arranged to take place in San Francisco on June 24th, between "Jim" Corbett, the champion of the world, who knocked out Sullivan in New Orleans a couple of years ago, and Tom Sharkey, an ex-champion of the U.S. Navy, is the leading sporting feature of the American papers to-day. The match was to be a "straight" one, and Corbett about "Shank's" his opponent in four rounds or he declared the loser. Many thousands of dollars were bet on the match, which drew a crowded house to the Mechanics' Pavilion. After preliminary matches between local celebrities, which served to warm the audience up, the two principals entered the ring at 10.15 p.m.

The following is the description of the fight published in the *Chronicle*:—
There was nothing in Corbett's appearance to alarm his most ardent admirers. His face, wreathed in smiles, and his countenance written in every feature, Sharkey looked solemn and determined. He realized that there was serious work ahead of him.

The fight itself was a good deal of a disappointment. There was more clinching than punching. The gallery called it a "wrestling match" in derision.

Corbett opened matters by endeavouring to force Sharkey to show his hand. The sailor was shy and shifty. He danced about the stage feinting and ducking, but he kept clear of the champion's right, which was poised as if on a swivel waiting to hook him under the chin.

The crowd held its breath until the men came to the middle of the ring. Corbett, the champion to lead, the sailor undertook to reach Corbett's nose. He missed his target and got a punch in the face that almost closed one of his eyes. Corbett's face wore a smile throughout the first round. He hit the sailor almost at will, and when the going seemed the sailor's chances of staying in the ring seemed decidedly uncertain.

The second round opened with a hugging bear, in which Corbett managed to get in several short arm punches. Sharkey was being hit, but the punishment seemed to have no effect on him. It was in the middle of this round that the first surprise occurred. The sailor, crowded to the wall by his opponent, turned back about the manner of a cornered rat and began to fight.

Corbett had crowded him to the ropes and Sharkey retaliated by actually punching the champion in the face. A wild cheer went up from the crowd. Sharkey led again and landed. Then he hit the champion on the neck, and the smile on Corbett's face faded like a coal.

The sailor was the aggressor in the third round. He sailed into the ring and fought Corbett against the ropes. Then he clucked to avoid punishment, and from that time on the fight was a wrestling match. There were cries of "Foul!" from both sides. The men struggled all over the ring.

Sharkey was fighting for his life. The champion was beating him on the face and neck and in return the sailor was again driving at Corbett's face. In a clinch that followed Sharkey threw his man to the floor. The crowd began to change its mind. There were cries of "Sharkey!" "Sharkey!" and the din grew deafening.

It was in the fourth round that Sharkey showed his strength. He shot to the centre like a cannon ball and Corbett was at once on the defensive.

Sharkey was like a maddened bull. He pawed his opponent's neck and back, leaving wide red streaks on the bare flesh. Again and again Corbett strove to recover his lost ground. He smashed the sailor on the nose and in the eye, and again and again the champion's face was being hit.

Sharkey fought in a manner that was changed. In the confusion he sought to get his arms about the sailor's neck, but when he would break away the sailor was at him again.

Again Sharkey struck him to the cheek, and again the champion vainly endeavoured to land his knock-out right, but the blow never was delivered. Sharkey threw himself upon the champion and endeavoured to throw him. Around the ring they wrestled and Corbett began to tremble with his opponent. There were "hundred cries of 'Foul!'"

The referee attempted to separate the men. He got behind the sailor with the intention of forcing him to unlock his arms from Corbett's neck, and in a moment the referee and Corbett were splashing across the ring and went down in a heap. Scarcely had Corbett regained his feet when the enraged sailor was on him again.

Seeing that all efforts to separate the men were useless, the referee called for the aid of the police and Corbett seemed the median. Captain Whitman and four officers were in the ring in an instant and under their combined efforts the bulldog sailor was forced to his corner.

A moment of great suspense ensued. Sharkey almost escaped from the police in his efforts to get at Corbett again, who was standing in the other corner of the ring holding on to the ropes for support. There were cries of "Foul!" "Foul!" "Let them fight!" from all parts of the building.

In the midst of the confusion the referee announced that the fight was a draw and that the men were off.

The surprising feature of last night's doings was not so much that Corbett failed to win as the narrowness with which he escaped defeat. For, viewed from whatever side one may look at it, Corbett had the advantage. In stature he was taller than his opponent. His superior reach enabled him to land with effect.

Immediately after the fight Sharkey challenged Corbett to a fight to a finish for \$5,000 and \$5,000, and added that the challenge extended not only to Corbett but to Fitzsimmons or any other man in the world. Corbett at once accepted the challenge and arrangements were in progress when his mail left for a final fight, to be fought off in December, which threatens to dislodge the alleged "World's Champion" from his proud position in favour of a new star on the pugilistic horizon.

AMERICAN MAIL NOTES.

The U.S. Naval Department formally took over the battleship *Oregon* on June 24th. Lordville Kip, the well-known clubman and sportsman, died at New York on June 24th.

The National Derby (\$30,000) was won at St. Louis on June 20th by the Missouri three-year-old *Prince Liff*.

Several persons were killed and many injured by the collapse of a Fifth-street building in San Francisco on June 22nd.

A Cornell crew beat crews representing Harvard, Pennsylvania and Columbia at Fough-keeper, N.Y., on June 26th.

Benjamin H. Bristol, Secretary of the Treasury during President Grant's second term, died at his home in New York on June 22nd of peritonitis.

The degree of D.C.L. was conferred by Oxford University on June 25th upon Mr. Thos. F. Bayard (United States Ambassador to England), Mr. Joseph Chamberlain, and others.

The British ship *Blairmore*, which was in San Francisco harbour, some months ago, was raised on June 23rd and moved 1,000 yards towards the shore. It was then confidently expected that she would be floated in a day or two.

Two filibustering steamers bound for Cuba, the *City of Key West* and the *Three Friends*, have been captured by an American revenue cutter. Their crews will be tried for filibustering and the cargo and vessels confiscated by Government.

Mr. Harrison, who is Crown Surveyor of British Guiana, was, it appears, on the left bank of the Cuyana river when he was arrested with his party of nineteen. His release was effected through the friendly intervention of the United States.

The Canadian elections have resulted in the return of Laurier (Liberal) and the defeat of the Tupper party. The French and Roman Catholic element is now in power, and it is expected Laurier's first step will be to treat with Washington for reciprocity of trade between Canada and the United States.

Consul-General Fitzhugh Lee has sent in his report on Cuban affairs to the U.S. Government. He unreservedly condemns the tactics of the Spanish commander, whom he accuses of bloodshed and the loss of many of their actions, which he characterizes as "highly unprincipled."

The sentence of three years' imprisonment with hard labor, forfeiture of civil rights for five years, and a fine of 1,200 marks, passed upon Baron Hammerstein, formerly leader of the Conservatives in the Reichstag and editor-in-chief of the *Kreis Zeitung*, who was convicted of forgery, has been confirmed on appeal by the Supreme Court of the German Empire.

On the 26th June three men were executed at the Colorado State Prison for the murder of the Policeman at Trinidad in November last. The remarkable point of the execution was, however, that by means of a machine the details of which are kept strictly secret, the condemned men, after being bound and having the noose fixed about their necks, are their own executioners, their own weight on the scaffold starting a flow of water which in a very short time releases the trap and drops them into eternity. In Colorado none but the prison officials and the sheriff are present at these executions.

Politically, when the mail left, the country was divided on the probable action of the Democratic National Convention regarding the currency. It was confidently predicted that the silverites would control the convention, and as confidently expected that the adoption of a silver plank in the platform would lead to the disruption of the Democratic party. The Populists, the third party, were pledged to free silver, and it was feared that the presence in the field of two free silver candidates for the Presidency meant defeat for both, and a triumphal victory for the gold party and the Republicans. As we know through Reuter, the convention nominated Bryan, an extreme silverite, for the Presidency, so that the fears expressed by the press will now have a chance of being proved.

The sensation of San Francisco when the last mail left was the claim of Mrs. Nettie R. Craven to be the "contract widow" of the late millionaire James G. Fair. The deceased millionaire left several wills, many of which have been the subject of dispute in the Courts, and in the course of settlement of the estate Mrs. Craven put in the titles for several blocks of very valuable property which she claimed had been bequeathed to her by the deceased at various times.

During the settlement of her estate, Mrs. Craven's purported biographer, who was in pencil leaving her substantial legacies, and upon being pressed in court for a reason for these otherwise strange denials, she stated that she had married Fair by contract on May 23rd, 1892. The importance of the suit becomes evident, however, when it is known that Fair left an estate valued at over \$200,000,000.

THE FLYING SQUADRON.

The announcement that the Admiralty had determined on commissioning a "Flying" squadron was made in the *Times* of January 8th and the "same evening the appointments of the officers were issued, dated January 12th. The vessels selected for the purpose had all of them been for some time on the mobilization list, and it has been announced by *The Army and Navy Gazette* some three weeks previously that these ships were to be commissioned in January, four of them for service in the Mediterranean and two in the Pacific.

The squadron, as it is called, is to consist of six torpedo destroyers, the aggregate complements do not exceed 4,000, while at that time there were between 4,000 and 5,000 seamen and stokers ratings in the Reserve at Portsmouth, a similar number at Chatham, and 2,000 at Devonport. Owing to the institution of the supplemental list of lieutenants the strain for officers had been relieved. In every way, therefore, the moment was propitious for the despatch of people had plenty of notice that the ships would be wanted, while the business of drafting was reduced to a matter of arranging the requisite number of ratings for the ships.

Nevertheless it was deemed necessary or expedient to give everybody concerned another week's notice, or from the 8th to the 14th. On the Tuesday, therefore, the Admiralty hoisted his flag and the respective captains their pennants; the two battleships and one first-class cruiser were commissioned at Portsmouth, a first and a second-class cruiser at Chatham, and a second-class cruiser at Devonport, while of the six torpedo destroyers attached to the squadron, four came from the western port and one each from those to the eastward. The *Hermione* left Devonport on Thursday, somewhat over forty-eight hours after hoisting the pennant; the *Revenge*, *Royal Oak*, and *Gibraltar* went out to Spithead on the Friday, twenty-four hours later, and it was not until Sunday morning that the squadron could be said to have assembled in readiness for concerted action, and even then one destroyer, the *Rush*, was absent. On Monday morning, January 20th, twelve days after the first intimation of what was intended, the Particular Service Squadron put to sea. Compared with anything of the kind that could have been accomplished ten years previously the advance is enormous, but after this statement of facts we trust no more nonsense will be written such as we have read this week about "a flying squadron fitted out in twenty-four hours."

It is not with any desire to diminish such credit as attaches to the dockyard authorities in connection with the mobilization of the Particular Service Squadron that we recall these facts. It was a good bit of work, and what is perhaps more to the point, it served its purpose. But what we deplore is the existence of a "flying" squadron of its ships and its destroyers has demonstrated our inability to do something which is evidence of our superiority in regard to readiness for war. It has done nothing of the kind. In its way a small bit of business, it has decided no one unless it is our own countrymen. The Fleet Reserve is still a long way off perfection; its ships, as recently shown by two at least, are not as ready for use as their inclusion in the "A" category implies, and the system of selection crews and cadres for mobilization is of the most haphazard character. Much more remains to be done if we are not to deceive ourselves before we can feel that our system is as good as, for example, that of the Germans. We have bigger battalions, it is true, as we ought to have, or we are standing on the edge of a precipice, but our organization is still very imperfect, and it is most dangerous to blind ourselves to this fact—*Navy League Journal*.

Shipping and Mail News.

MAILS DUE:

Australian (*Taiwan*) to-morrow.
American (*Gaule*) 30th inst.
F. reb. (—) 3rd proxima.
Canadian (*Empress of China*) 3rd prox.
American (*City of Peking*) 8th prox.
Tacoma (*Brasmar*) 11th prox.

The P. M. S. S. Co's steamer *China*, with mails, etc., which left Hongkong on June 25th for San Francisco, via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 19th inst.

The O. & O. S. S. Co's steamer *Gaule*, with mails, etc., from San Francisco to the 2nd inst., via Honolulu, has arrived at Yokohama, and left for this port on the morning of the 24th instant, via Nagasaki.

SHIPPING RETURNS.

From 5 p.m. Saturday to 5 p.m. to-day.

ARRIVALS.
China steamer, from Bangkok.
Ancon " " " Japan.
Peking " " " Shanghai.
Sackin " " " Singapore.
Taipei " " " Canton.
Oslo " " " Bangkok.
Haitan " " " Coast Ports.
Cromarty " " " Singapore.

Aggregating 12,009 tons register.

Intimations.

KOPS ARE STILL RUNNING

14 Gold Medals Awarded in 1894 & 1895.



BRIGHT! PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

Sole Agents for Hongkong and the Empire of China.
WATKINS & CO., 66, Queen's Road Central Hongkong.
WAI KIN TAI YUUK FONG (房藥大建威)

TWENTY (20) PER CENT.

SAVING OF FUEL!

HOLDSWORTH'S
MICA COMPOSITION

FOR

BOILERS AND STEAM PIPES.

THE ONLY SELF-ADHESIVE AND PERMANENT NON-CONDUCTOR.
ASBESTOS COMPOSITION AND INSERTION AT REDUCED RATES.

For further Particulars, Prices, and Estimate, apply to

C. HOLDSWORTH,
EASTERN MICA WORKS,
HONGKONG. [10206]

HONGKONG HOTEL.

PRAYA, APRIL 7TH 1895.

Certain misleading statements having been put into circulation regarding the relative merits of the BELL'S ASBESTOS NON-CONDUCTING COMPOSITION as compared with a locally-prepared composition, BELL'S ASBESTOS EASTERN AGENCY, LIMITED, deem it necessary, in their own interests, to place authenticated testimonials before all whom it may concern.

These testimonials may be seen at the Offices of the Company at any time.

W. JACKSON,
Manager.

P.S.—Bell's Asbestos Non-conducting Composition is now being used by the Public Works Department of Hongkong. [1170]

PHARMACEUTIC PRODUCTS OF THE FARBERWERKE VORM MEISTER,
LUCIUS & BRUNING HOCHST A/M IN.DR. KNORR'S LION BRAND
"ANTIPYRINE"

(DOSE FOR ADULTS IS TO 35 GRAINS TROV)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYTHRA, BELLA, W. DIPPING-COUGH, and many other complaints. It is also the very best ANTIPYRINE. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! It bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

Dr. OVERLACH'S.

"MIGRAININE"

(ANTIPYRINE—CAFFEINE CITRATE).

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed. To be had of every reputed Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS! [84]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"CHELYDRA"

Captain R. Carr, will be despatched as above on SATURDAY, the 1st August, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th July, 1896. [1187]

JAVA, CHINA, JAPAN LINE OF
STEAMERS.

UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA

PROPOSED SAILINGS.

(Subject to Alterations.)
JAVA, HONGKONG, YOKOHAMA, KOBE,
AMOI, HONGKONG, SINGAPORE,
JAVA.

FROM HONGKONG.

S.S. *Federatio* ... To JAVA ... 1st August.
S.S. *Germantia* ... To JAVA ... 1st Sept.
S.S. *Castalia* ... To JAVA ... 1st October.
S.S. *Germantia* ... To JAPAN ... 1st August.
S.S. *Castalia* ... To JAPAN ... 1st Sept.
S.S. *Federatio* ... To JAPAN ... 1st October.

General Agents for China & Japan.

LAUTS, WEGENER & Co.
Hongkong, 27th July, 1896. [118]

Shipping.

STEAMERS.

"RICKMERS" REGULAR LINE OF
STEAMERS.
FOR MARSEILLES, HAVRE AND
HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN and BLACK SEA PORTS)

THE Company's Steamship

"MARIA RICKMERS"

Captain E. Berg, will be despatched as above on THURSDAY, the 6th August.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 27th July, 1896. [1059]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"EUPLECTELA"

Captain Morris, will be despatched as above on MONDAY, the 10th August.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 28th July, 1896. [1142]

"STRATH" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"STRATHNEVIS"

Captain Pattle, will be despatched for the above Port on or about the 10th August.
For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.

Hongkong, 18th July, 1896. [106]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.
FOR YOKOHAMA AND KOBE.

THE Steamship

"TAIYUAN"

Captain Nelson, will be despatched TO-MORROW, the 28th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd July, 1896. [1163]

"KOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"CROMARTY"

Captain Duncan, will be despatched as above on about WEDNESDAY, the 30th instant.
For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.

Hongkong, 22nd July, 1896. [1162]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG"

Captain W. Waddell, will be despatched as above on THURSDAY, the 30th instant, at 5 P.M.
This Steamer has Superior Accommodation for First-class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th July, 1896. [1186]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SAIGON.

THE Steamship

"WUHU"

Captain Vaughan, will be despatched on THURSDAY, the 30th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th July, 1896. [1186]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"PYRRHUS"

Captain Ball, will be despatched as above on THURSDAY, the 30th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th July, 1896. [1143]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"MONMOUTHSHIRE"

Captain Evans, will be despatched for the above Ports on or about the 31st instant.
For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.

Hongkong, 22nd July, 1896. [1061]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC
STEAMSHIP LINE,
CHINA AND JAPAN.PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)

Chittagong ... Friday ... 31st July.
Monmouthshire ... Saturday ... 1st August.
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"CHIT-AGONG"

will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on FRIDAY, the 31st July.
Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

The S.S. *Monmouthshire* has Superior Accommodation for Saloon Passengers.
For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 25th July, 1896. [1141]

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATINO UNITED COMPANIES).
STEAM FOR
SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO"

Captain Minello, will be despatched as above on SATURDAY, the 1st August, at 4 P.M.
At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 27th July, 1896. [1183]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

THE Steamship

"NANCHANG"

Captain Finlayson, will be despatched on SATURDAY, the 1st August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd July, 1896. [1169]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES"

Captain Palford, will be despatched as above on THURSDAY, the 6th August.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th July, 1896. [1166]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.

1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 2nd September.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 30th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street.

Hongkong, 22nd July, 1896. [1165]

CANADIAN PACIFIC RAILWAY
COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE Steamship

"HUPEH"

will be despatched on or about WEDNESDAY, the 31st August, for VICTORIA and VANCOUVER, B.C., via NAGASAKI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, Canadian and United States Ports.

For Particulars as to Rates, &c., apply to
D. E. BROWN,
General Agent.

Hongkong, 22nd July, 1896. [1165]

OCCIDENTAL & ORIENTAL STEAMSHIP
COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.VIA
THE OVERLAND RAILWAYS.ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gauche (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 8th August, at Noon.

Doris (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 25th August, at Noon.

Belge (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 13th Sept., at Noon.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th August, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND GRAND, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Order: FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND GRAND, and NORTHERN PACIFIC RAILWAYS; and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued to Japan, Pacific Coast, Canada, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARILL & Co.,
General Agents.

Hongkong, 25th July, 1896. [1165]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong 27th March 1891.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship

"PEKIN"

Captain J. F. Jephson, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 30th July, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Orontes*, leaving that port on the 31st August for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 16th July, 1896. [431]

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, Doctor and Stewardess carried.

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The Railroad travelling is second to none on the American Continent. A magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK, &c. Passengers to EUROPE may proceed by way of the first class ATLANTIC MAIL LINES.

HONGKONG TO YACOMA \$225.
Rates of Passage to other Ports on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)

Olympia ... 13601 ... Sunday ... 1st Aug. 1.
Brasmar ... 13601 ... Sunday ... 1st Aug. 16.
Tacoma ... 14549 ... Thursday ... 1st Sept. 3.
Victoria ... 13601 ... Monday ... 1st Sept. 21.
Olympia ... 13601 ... Friday ... 1st Oct. 9.
Columbia ... 13601 ... Tuesday ... 1st Oct. 27.

THE Steamship

"OLYMPIA"

Captain Trubridge, sailing at 4 P.M., on THURSDAY, the 1st August, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, Canada, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARILL & Co.,